THE MINISTER OF POWER (SHRI R. KUMARAMANGALAM): (a) to (e) Government of Himachal Pradesh in a Memorandum submitted to Government of India has claimed a share of 7.19% in power generated from Bhakra nangal and Beas Projects under the control of Bhakra Beas Management Board. This claim is based on the transfer of population to Himachal Pradesh consequent upon coming into force the Punjab Reorganisation Act, 1966 (31 of 1966).

In addition, Government of Himachal Pradesh has also demanded 12% free power from Bhakra Nangal and Beas Projects on account of distress caused and surrendered of rights to generate power.

The Government of Himachal Pradesh has filed an Original Suit No. 2 of 1996 under Article 131 of the Constitution of india in June, 1996 in the Supreme Court. The matter is now sub-judice.

Settlement of pending Income Tax refund cases

*40. SHRI SURYABHAN PATIL VAHADANE:
SHRI ANIL SHARMA:

Will the Minister of FINANCE be pleased to refer to the answer to Unstarred Question 191 given in the Rajya Sabha on the 5th August; 1997 and state:

(a) the number of cases of refund of income-tax still pending unsettled under I.T.O. New Delhi range 12 for the assessment years 1988-89, 1995-96, 1996-97 and 1997-98;

(b) the reasons for non-settlement of the abovementioned refund cases of income tax even though Government had assured that all the cases would be settled by 31st October, 1997; and

(c) by when assessees will get the refund orders from the IT authorities?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (BANKING, REVENUE AND INSURANCE) (SHRI KADAMBUR M.R. JANARTHANAN): (a) All the cases of refund as referred to in reply to Rajya Sabha Starred Question No. 191 for 5.8.97 have since been paid except in a single case where part refund for assessment 1995-96 has been made.

(b) and (c) The balance amount of refund has not been paid due to the requirement of verification of certain documents for which the cooperation from the concerned assessee is awaited.

WRITTEN ANSWERS TO UNSTARRED QUESTIONS

Delhi as an international cargo hub

156. SHRI RAHASBIHARI BARIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Airports Authority of India plans to make Delhi as an international cargo hub;

(b) if so, the details thereof;

(c) the funds allocated so far in this regard; and

(d) how far it will encourage the movement of cargo from Delhi?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Yes, Sir. There is a proposal to develop Delhi as a "Major Cargo Hub". The Cargo Facilities for processing international cargo at Delhi Airport have been augmented by Airports Authority of India (AAI) progressively from 1980. Steps are also being taken for speedy automatic transfer of transhipment cargo to inland customs airports and foreign destinations to facilitate hassle free transfer of cargo. Besides, a parallel Joint Venture Export Terminal with International State-of-the Art Technology and systems with AAI having minimum equity participation is also planned.

(c) Presently, works are in progress for the expansion of the cargo terminal at Delhi Airport at a cost of Rs. 42 crores. These works are expected to be completed by April, 2000.

(d) It is expected that the international cargo movement ex-Delhi Airport, especially of transhipment cargo, will substantially increase when the expanded cargo terminal will be in a position to handle 5.25 lakhs metric tonnes of cargo per annum.

Development of new airports in Andhra Pradesh

157. SHRI C. RAMACHANDRAIAH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to develop new airports at Ramagundam Cuddapah and Adilabad;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) No, Sir.

(b) Does not arise.

(c) No Scheduled airlines have projected their intention for operating services to these airports.

Recommendations of Lahoti Commission

158. SHRI AMAR SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the salient features of the recommendations of Lahoti Commission which was appointed to probe the cause for the air collision between a Kazakhstan IL-76 aircraft and Saudi Airline Boeing over Charkhi-Dadri in Haryana in November, 1996; and

(b) the details of recommendations which have been implemented by Government and the reasons for not implementing the remaining recommendations?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The major recommendations of the Lahoti Commission are enclosed in the statement. Copies of the Report of the Court of Inquiry headed by Justice Lahoti alongwith the action taken on the recommendations made have been placed in the Parliament House Library vide Index No. 363. N612465R.

Statement

The major recommendations of the Lahoti Commission are as follows:—

(i) Contracting States should ensure proficiency in English Language for radio communication on international flights and ICAO should devise ways and means to ensure such compliance by the Contracting States.

(ii) Meaningful Crew Resource Management (CRM) programme should be made an integral part of crew training and before a pilot is appointed as 'Pilot-in-Command' it should be ensured that he has acquired CRM skill and leadership quality.

(iii) Air-ground communications should be direct between pilot and the air traffic controller in the terminal control areas and should be emphasised in general during other phases of the flight.

(iv) Airports Authority of India should expedite commissioning of ATC automated system and should bifurcate ATS Route G-452 into unidirectional arrival/departure corridors. Other bidirectional routes may also be restructured wherever warranted.

(v) Public Transport Aircraft should be equipped with Airborne Collision Avoidance System (ACAS);

(vi) Civil and Military Air Traffic Controls should be integrated;

(vii) Licensing of Air Traffic Controllers should be introduced; and

(viii) Adequately staffed Accident/Incident Prevention Directorate should be established in DGCA.